

Edmonton Bulletin.

VOL. V.

EDMONTON, ALBERTA, SATURDAY, JUNE 21st, 1884.

No. 34.

LOCAL.

SPLENDID rain shower yesterday afternoon. **PRESERVE** jars are being collared and got ready for use.

BARLEY is in good demand at from \$1 to \$1.50 per bushel.

COAL TAR has been tried on the swallows with complete success.

As usual on Fridays, the telegraph wires has suspended operations.

BARLEY heads fully formed have been picked during the past week.

RIFE strawberries have been picked by several parties during the past week.

EX. CONSTABLE KETCHISON left for Ontario, via Calgary, on Thursday of last week.

MR. McLEOD, of Little Mountain, has wheat out in head. It is probably fall wheat.

PAPER pails are the latest importation. They are light, durable, and neat looking.

W. BIRD left Wednesday for Calgary with ten carts and a wagon to bring in freight.

JNO. R. McPHADEN left on Tuesday for Calgary to bring in freight for Jno. Walter.

LEDEROUTE got stuck with a raft of H. B. sawlogs on a bar above Big Island Tuesday last.

S. AND W. WHITFORD left for Victoria yesterday with a raft of lumber for building purposes.

JNO. WALTER is erecting a new log dwelling house on the south side, also a hewed log stable.

THE water in the river was very high on Monday last, but has since been gradually falling.

A. BEAUTIFUL double double rainbow appeared in the southern sky on Monday evening last.

MESSRS. Norris & Carey received, on Monday last, a very neat safe weighing 1,700 pounds.

NORMAN VANDALLE arrived on Saturday from Calgary with six carts loaded for A. McDonald & Co.

THE ferry on Red Deer is in operation, Mr. Burbank being the first to cross; the cost was about \$800.

O. GOWLER has retired from his position as instructor on the Bear hill reserve; his place being taken by Geo. Norris.

COTTON'S survey party passed Grizzly Bear telegraph station on Saturday last, working towards the Saskatchewan.

A harness-making shop has been opened in town by John Looby, late of Winnipeg, brother of E. Looby of this place.

TRICYCLES are among the latest importations from the East, to the delight of the small boy and the terror of pedestrians.

J. E. INGRAHAM has been engaged by the Indian Department to assist in erecting the new buildings being erected at Saddle Lake.

A double smoke stack is being erected around the present one at the H. B. saw mill, the intervening space to be filled with mortar.

THE police have recovered the missing horse of Major Butler. It was found on Thursday, with a band of horses on Miners' flat.

THE Indians are making it lively for the ducks on the south side, not being civilized enough yet to know the benefits of the game law.

MAIL came in Monday afternoon at four o'clock, bringing seven sacks of matter. The outgoing mail left Thursday morning taking out 523 letters.

THOS. EDMUNSON has taken up the south half of section sixteen, township fifty-two, range twenty-four west, adjoining the claim of C. Anderson.

A small bathing house would prove of great benefit to the Indian boys, who persist in bathing in the river at the H. B. saw mill in full view of the fort.

ANOTHER eruption of pink-eye on Wednesday evening. Damage slight, open air exhibition of acrobatic performances; races and nuisance on Friday afternoon.

THE time-honored and weather-beaten stockade at the H. B. fort is being pulled down to be replaced by the more modern, but less substantial board fence.

THE road, on the hill at the H. B. saw mill has been fixed, by placing a low wall of sabs on the lower side, which will prevent teams from slipping over the bank.

JAS. INKETER arrived on Monday with fifteen carts and two wagons, loaded with goods for McDougall & Co., the colonization Co., and Looby's harness-making outfit. He made the trip from Calgary in nine days with oxen. He left on Thursday for Calgary.

ABRAM SELVAIS, of the Battle River settlement, is engaged transporting the Indian Department supplies from Crow Foot creek to Fort McLeod.

DAVID DAGNAULT, with eight carts, John Irvine with four carts, and F. Greenwood with a wagon, arrived from Calgary on Saturday with freight for Sinclair & Co.

ONE of the H. B. flat boats was launched last Saturday and the other is being rapidly pushed to completion. These are the first boats of the kind ever built, keel down, here.

LATEST arrivals from Calgary say that A. D. McPherson is getting worse, the swelling in his knee having increased, but he appears more cheerful and has strong hopes of recovery.

A number of spring tooth harrows were brought in this spring by the colonization society, which are pronounced by competent authorities to be the best article of the kind yet introduced.

THE H. B. Co. have four hundred cart loads of freight to be brought from Calgary to this place, which will be distributed over the northern districts, three hundred loads going to Athabasca Landing.

A horse belonging to W. Ross, of Ft. Saskatchewan is missing and was seen by parties coming from Beaver Lake, with some Indians returning to Victoria from the thirst dance. Capt. Greisbach has sent two policemen after them.

C. ANDERSON set out twenty-five hundred cabbage plants, this spring, which have all made excellent food for the voracious cut-worm. Mr. Price has also catered to their delicate taste, to the tune of twelve hundred plants.

D. ROSS is erecting a frame house eighteen by twenty-six, one and a half storeys high, with a detached kitchen eighteen by twelve. He has also dug a new well, making the sixth on his premises, striking water at eighteen feet.

JOHN J. MILLER is opening a stopping place about ten miles from Red Deer river, which he calls the "Spruces," consisting of one house 14 x 18 and one 16 x 24, with stable and corral. The Royal mail stages will in future stop there for refreshments.

C. A. MAGRATH, D. L. S., who is outlining from the fifteenth base line, is at present camped in the vicinity of the White Mud river, about ten miles below Victoria. The country through which he has been working is very rough, but appears to be getting more open.

J. K. MACAULAY, the newly appointed assistant land agent for this district arrived from Calgary by mail stage on Monday last. He hails from Kingston Ont., which place he left early in June. Mr. Goveau, the agent will arrive shortly, when the office will be opened. Mr. Macaulay is greatly pleased with the country so far.

THE timepieces of the town seem to be possessed of the spirit of Mark Twain's watch, there being a difference of half an hour between the two mills, and one of the hotels is forty minutes behind the slowest one. This is a free country, everybody for himself as regards time, at least.

A. V. ANDERSON arrived from Calgary on Wednesday with freight for Sinclair & Co. He reports roads good and streams low, not much freight at Calgary, Silver City dead, the great rush being to the Columbia river, across the Mountains. He left yesterday, accompanied by his brother, for more freight.

THE North-West Gazette, of May 27th, contains a proclamation creating the municipality of Qu'Appelle, which consists of townships twenty to twenty-three in ranges thirteen to sixteen, west of the principal meridian. The municipality has power to elect seven councillors. Moose Mountain has been formed into an electoral division, empowered to send a member to Regina.

E. A. BURBANK, in charge of the river improvement party, arrived Thursday evening from Calgary, accompanied by one of his men. He intends getting to work earlier than last season, and will keep at it until the close of navigation. Powder will be used to break the rocks up, so that they can be handled. The party, consisting of eight men, will work from Victoria down the river.

J. A. MITCHELL returned from a visit to the Peace Hills farm on Monday last. He reports the crops looking very well. The Indians are well satisfied and busily engaged in breaking. Bob tail, the Cree chief, has returned from a trip to the Blackfoot crossing turned from a trip to the Blackfoot crossing and Calgary, filled with wonder at the number of houses, men and the railroad he saw. He had to keep his horses picketed all the time for fear of horse thieves.

THOS. SMITH returned from an exploratory trip to Victoria on Wednesday. He found the reported mica deposits very small, and of no commercial value. Samuel Whiteford searched for fifteen days on Battle River without practical results. Crops at Victoria look well except barley, which is badly injured by cut-worms, in some places large fields are laid bare. Very heavy rain on Sunday night. The water is very low in all the creeks and marshes, the roads being in a better condition than he had ever seen them, for six years.

THE second meeting of the Sturgeon river literary society took place on Saturday evening, 14th instant at the residence of Mr. H. Long. Steps towards the further organization of the society were taken and a short programme of music, readings and addresses was given. M. McKinley president of the society presided at the meeting and Mrs. H. Long furnished music from the piano. Mr. H. Long gave a reading and address on tree culture, J. A. Carson a reading on the pleasures of imagination, D. B. Wilson a song and W. H. Carson and the president short addresses referring to the benefits derivable from this and similar societies. The next meeting will be held at the same place on Saturday evening June 28th; a lengthy programme is being prepared.

CHIEF PECAN, of Whitefish lake, arrived in town on Sunday afternoon last, accompanied by Peter Erasmus. He left on Tuesday for Regina, it being the intention of Pecan to have a settlement forthwith concerning the reserve promised him by Lieut. Gov. Morris at the Fort Pitt treaty. This reserve is of very large extent and of great value. Since the promise was made the Government has never recognized his right to it, and now that the surveyors have commenced work on it, dividing it into townships for settlement, instead of peremptorily stopping the surveyors he has taken the more peaceable course of attempting to come to an amicable settlement. It is to be hoped that the authorities will meet him half way and make such an arrangements as will satisfy his just claims, while at the same time securing without dispute one of the finest tracts of country in the North-West for settlement.

AN exciting runaway took place on Monday last from Norris & Carey's store, in which a team and wagon belonging to Geo. Gagnon, a horse and buckboard belonging to E. Brousseau, and a saddle mare belonging to J. B. Larondele took part, and strange to say, the most damage resulted to the saddle mare. The horses were all tied to Norris & Carey's fence, when something startled Larondele's horse. She drew back and tore a board from the fence. This caused the single horse and team to start, and all three struck out for St. Albert at a 1:30 gait without the slightest ceremony. Brousseau's horse leading, the saddle mare second, and the team a good third. The mare had not gone far, dragging the board with her, before, in crossing a gully, by some means it was thrown rather in front of her, and one end dropped in the ground. The other end struck her in the side, just behind the shoulder. She was going at such speed that she was carried on the end of the board up in the air the length of the board and dropped to the ground on the other side minus ninety-nine one hundredths of her usual allowance of breath, and with an ugly wound made by the end of the board. It is unnecessary to say she was almost dead to death. Mr. Brousseau's horse ran to Mr. R. Logan's place, and then stopped of its own accord, having done no further damage than to shake loose and drop off the railing of the seat. The team took out the road going to the miner's flat, carried away some 200 yards of Mr. Goat's fence, dropping a hind wheel in the process, and finally came to a stand still in a marsh near Thos. Houston's house, where Mr. Gagnon found them not much the worse. Besides the broken axle the wagon was damaged considerably otherwise.

NOTICE OF MEETING. A public meeting of the electors of Edmonton district is requested for Monday evening next in the public school house, to commence at 7 p.m., for the discussion of matters which are likely to come before the North West council at its approaching session. **FRANK OLLIVER.**

NOTICE OF REMOVAL. On and after the 2nd instant the BULLARD office will be situated in the building lately occupied by Frank Oliver as a store. The grocery business formerly carried on in this building by Mr. Oliver has been removed to Ross Street building directly opposite, where it will be carried on until further notice under the supervision of Mr. Jas. Ross.

NEW ADVERTISEMENTS.

TENDERS for the construction of a single truss bridge across the Black Mud creek a short distance below the crossing will be received by the undersigned up to Thursday, 26th instant at 12 o'clock, noon, at the store of Messrs. Norris & Carey. Plans and specifications and all other information may be procured at the same place. **JAS. McDOUGALL, E. CAREY, D. McLEOD, Committee.**

HORSES FOUND.—Between 25th May and 1st June, on the plains between Red Deer river and the Three hills a band of horses of 4 mares, 2 stallions, 3 geldings and 1 mare colt. The same are now in my possession at the Bear's hill, where they may be obtained by owners upon proving property and paying all expenses. **"BOBTAIL,"** Cree chief, Bear's hill.

LUMBER,
SHINGLES,
DOORS,
SASH,
MOULDINGS,

And
ALL SORTS OF BUILDING MATERIAL

For sale at
LOWEST PRICES.

We are now selling

TWO BANKRUPT STOCKS FOR CASH,

Without respect to cost.

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No trouble quoting prices.

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DAVIS & CO.,

WHOLESALE LUMBER DEALERS,

Head Office, 620, Main street; Yard, Ponsonby street, on C.P.R. siding, Winnipeg.

INSURANCE.

C. F. STRANG, Accountant and Insurance Agent, representing the Commercial Union and Citizens Fire Cos., the London & Liverpool Life, and London Guarantee and Accident companies. Office with G. A. Watson, Barrister, Edmonton, Alberta.

NOTICES.

ROYAL MAIL AND STAGE LINE. Making fortnightly trips between Calgary and Edmonton. Stage leaves Calgary on Thursday morning June 12th and every alternate Thursday following until further notice. Makes close connection with the C.P.R. train leaving Winnipeg on the previous Monday morning. Leaves Edmonton Thursday morning June 19th and each alternate Thursday following. All express matter addressed in care of the undersigned will be forwarded without delay, and the advance charges paid by us. Rates, 10 cts. a pound from Calgary. **LEESON & SCOTT**, mail contractors, Calgary.

LIVERY, FEED, & SALE STABLE—FT. SASKATCHEWAN MAIL & STAGE LINE. Good horses, good rigs, the best attention and moderate charges. Mail stage leaves Edmonton every alternate Tuesday morning, commencing June 17th, for Clover Bar and Fort Saskatchewan; returning leaves Fort Saskatchewan the following Wednesday morning; carrying passengers and express matter in connection with the Edmonton and Calgary Royal mail line. The undersigned are the Royal mail express agents at Edmonton and Fort Saskatchewan. **JARVIS & STEWART.**

THE EDMONTON BULLETIN is published every Saturday morning, at the office, Main street, Edmonton. Subscription—Two Dollars per annum. Advertising Rates—Standing advertisements, two dollars a line per annum; transient advertisements, ten cents a line for first insertion and five cents a line for each subsequent insertion; no advertisement inserted for less than One Dollar. Advance payments. **FRANK OLIVER, Proprietor.**

EDMONTON BULLETIN, JUNE 21, 1884.

EMIGRATION AGENTS.

All parties lately returned from the east agree that at many points along the railway line from Winnipeg to Calgary a dead set is made by the residents against Edmonton, and every means is used to prevent settlers from passing those places to come here, the most outrageous and barefaced falsehoods being told concerning it. The object of course is to get the tenderfoot to stop at the place in which his informant is interested. While this latter is altogether praiseworthy if the settler can be so induced by placing before him fairly and truthfully the advantages of the particular locality it is quite the contrary if falsehoods in regard to other portions of the country have to be resorted to. The latter course is neither good sense nor good policy. Admitting that the advantages of any two different parts of the country are equal, while one immigrant might be suited with one another might prefer the other. One immigrant might prefer clear prairie, another mixed timber and prairie, and the third solid timber. Supposing three men holding these three opinions strike west on the railroad line looking for land. On reaching Regina or Moosejaw, the first is satisfied and locates while the others are not satisfied and desire to go on. They enquire from the truthful and patriotic Reginese if there is any such country as they desire in the North. West and are informed that there is not. Westward to the mountains the land becomes poorer and the crops more liable to frost, while timber is if possible scarcer, while northward on the Saskatchewan at Edmonton very little is known about the country and that little is unfavorable. It is 200 miles further north, the same distance from the railroad, and from all accounts crops will not mature there, and indeed is one of the, if not the, worst part of the North-West, of which the surrounding country is of course asserted to be the choicest section. The tenderfoot casts his eye around, thinks of a blizzard howling over these plains in winter, shivers at the thought, tries to imagine what it must be 200 miles nearer the north pole, and without more ado takes the first east bound train. On his return home he tells his neighbors of the great North-West. He has been in the heart of it. He describes it graphically to them. He assures them as he has been assured that what he saw was the choicest part, and of course all make up their minds to strike for Kansas or Dakota or stay where they are rather than go to such a country.

It is safe to say that for every eastern Canadian who desires to secure a farm on open prairie, a dozen prefer to get land where there is a sufficiency of wood. This was seen in the old province of Manitoba which settlers came to in preference to going to Dakota because they could get near timber. By settlers on the railroad line creating the impression that the whole arable portion of the North-West is naked prairie, for every settler that they induce to remain among them by that means ten are kept out of the country altogether. It would surely be more to their interest to have settlers in even distant parts of the territories, especially when those portions are west of them, than not to have them at all. When an intending settler passing through the country along the railway line objects to the lack of timber there, instead of the people telling him that he cannot better himself and thereby driving him out of the country, it would surely be better for them to tell him where he could get land and country that would suit him even though it should be a little distance from their doors and thereby save a settler to the country.

The North-West is not all of one description, is not all prairie, nor all timber, all flat or all mountainous, all wet or all dry, all fertile or all poor, it is a region of vast extent and of physical features as varied as such

wide bounds will admit of. Sufficiently vast and varied to give room enough and choice enough for all. Let the people realize that fact; that the welfare of one section is bound up in that of the remainder; let them cease such petty, unreasoning and injurious exhibitions of jealousy and if they cannot secure settlers for their section direct them to some other part. Let them not play the part of dog in the manger and because their section of country does not hold out sufficient inducement to settlers prevent those settlers from closing with the more acceptable if not superior inducements held out by other portions.

The Pembina Mountain region, as every one knows, is the garden of Manitoba. It is as well settled up as Government regulations and speculators will allow. It has a large surplus of grain every year. The people have been and are yet fairly prosperous. On account of their proximity to the boundary line they have a great tendency to move across when matters in Manitoba do not suit them. The Manitoba South-Western Railway was commenced some years ago to supply this country with communication. Over a year ago it passed into the hands of the great Syndicate, together with its land grant of 6,400 acres per mile. It is now constructed to a point in the neighborhood of 100 miles south-west of Winnipeg, and another 100 or 150 miles of construction would give ample railway communication to the most fertile district in Manitoba. It would run through an almost dead level country for a great part of its proposed length, and therefore the cost of construction would be but slight. When the Syndicate acquired control of this road, there was a thorough understanding that it with all other branches would be pushed without delay. The Canadian Government has guaranteed the interest on stock of the Syndicate to the amount of \$100,000,000 enabling them to realize at once at least \$50,000,000. They have accommodated them with a ten year loan of \$22,500,000. The Syndicate must have realized say \$10,000,000 from the sale of lands granted by the Government, and say \$12,000,000 as bonuses on construction account. Besides they have received constructed roads in the way of bonus to the amount of \$30,000,000, and some \$5,000,000 in the way of assistance to branch lines. That is the Company must up to the present time have realized nearly \$130,000,000 directly or indirectly from the Canadian Government, towards the building of the C. P. R. line, estimated to cost at the outside \$100,000,000, and which is only a little over half completed. Supposing the original Syndicate to have been paupers, taking the amount of direct or indirect Government aid received, and the amount of work done, they should now have on hand, in cash or available securities from fifty to sixty-five million dollars; but when it is remembered that instead of being paupers many of the members were millionaires, and the great reason for giving them the contract was alleged to be that they were sufficiently strong in finances to carry the work out almost without aid. Knowing the immense amount of Government money handled by the Syndicate, having still a lingering belief in the greatness and goodness of the company, and knowing their own great need of a railway, some of the residents of South-Western Manitoba ventured to address a supplicating letter to the great "I Am," Mr. Egan, asking what the prospects of early railway communication were. He replied by enclosing a letter from General Manager Van Horne, saying that the action of the farmers' union and Manitoba politicians last winter had the effect of keeping money for railroad construction from coming in. That no one was willing to loan money for the construction of the Manitoba South-Western, and that for these reasons in his opinion there was no hope of any railway construction in the Province this season. This statement is being paraded by the Winnipeg Times and other papers to show that the farmers' union and agitation has been a great injury to the country, in preventing the C. P. R. from going on with branch railway construction. If one thing would justify that agitation more than another, would put weapons in the hands of the

enemies of the C. P. R. of Manitoba, or of Canada, it is this statement of Mr. Van Horne's. It is inconceivable that a company reputed to be so wealthy and so enterprising, and having received such immense assistance as the C. P. R. should be thrown off its balance and its progress retarded by a paltry half-hearted agitation such as that of the Manitoba farmers was by them and their friends represented to be. The Syndicate received their immense concessions in order that they might make headway against this or like influences. They have acknowledged their inability to do so, therefore they are a fraud and the money expended upon them has failed of its purpose and practically been thrown away. At one time it is said an ass secured the skin of a lion and arrayed himself in it as the king of beasts. The disguise was so complete that all the animals of the forest came to do him homage. The ass felt his new importance and on something displeasing him attempted to give forth a lion like roar. He made the attempt, but was unsuccessful. He only brayed like an ass, as he was. This revealed his identity and he was at once torn to pieces by those who were doing him homage a few moments before. Mr. Van Horne's letter is the bray of the ass. It reveals the weakness of the Syndicate, and shows that it is neither possessed of the financial nor mental ability with which it was credited. The people of Manitoba might have submitted to continued disallowance, having the fear or hope of a leonine syndicate before their eyes, but when the supposed majestic lion stands revealed as the commonplace ass they will scarcely think twice about shaking off its oppression now galling them, and perhaps in the process destroying what little vitality appears to remain in it. Their only idea in upholding the Syndicate was that as it was a strong company it would cover the country with branch lines. Now that that hope is taken away, the sooner they rid themselves of the monopoly peacefully or forcibly the better for themselves.

The Winnipeg and Western Transportation Company is reputed to do a carrying trade on the Saskatchewan between Grand Rapids and Edmonton. Persons employed in doing a carrying trade, or companies organized to do such a trade, generally make some slight attempts to carry goods from the point of reception to that of consignment. The Winnipeg and Western, although a carrying company, is not of that kind. As a carrying company it is probably unique. Its principal object in life seems to be to get freight on board its steamers, and to deliver it from year to year at points on the route short of its destination. Taking for granted that this is the object of the Company's existence it is and has been an unparalleled success. When there was only one boat on the river and it belonged absolutely and entirely to the H. B. Co., for their exclusive use and benefit, they condescended to take freight for private parties, and if it did not arrive during the season in which it was shipped no one but the shipper was to blame, as the boats were not run for the public benefit. It is only fair, however, to say that but little freight was ever left short of its destination in those times, and when there was there was ample excuse for the case occurring. When the Winnipeg and Western took hold of the line and put on their boats, and advertised to carry freight for the public, it was expected that affairs would be vastly improved. They have not been. Each fall more or less freight was left down stream, stored at the shipper's expense and forwarded in the spring. This year, however, the company seems determined to do even better. Last summer freight shipped from Winnipeg in June and some shipped the year before, lay at Cumberland and Prince Albert all winter, and instead of being forwarded in the spring by either boat or cart the chances appear to be that it will be there for all time. The North-West, which was expected to bring it to Edmonton, has made a trip up to Carlton and gone back to Grand Rapids, and for all that can be learned to the contrary may continue on that route all summer. If the steamboat company desired to continue to do a carrying trade on the Saskatchewan, having failed to deliver the goods last fall they should have forwarded them first thing in the spring by boat, or if there was

not sufficient for a boat load, then by cart to their destination. They have not done so, although the season has been most favorable. The line was low in the public estimation before, but it is much lower now, and it will navigate the Saskatchewan for a long time before it receives another boat load for Edmonton.

The federal government's regulations in regard to timber cut by settlers in Manitoba and the North-West, are adding another drop to the bucket of discontent which is even now beginning to run over. It will be remembered how unkindly the Silver city folks took to the payment of these dues last winter. The Prince Albert people have been growling for some time. Here, at Edmonton, these dues have always been considered to be an imposition. In Manitoba the enforcement has not been very strict, until lately but now it seems that it is to be. In southern Manitoba the settlers have been charged fifty cents a cord for their firewood. Collections, however, were not very brisk and on the seizure of a large pile and an attempt being made to auction it according to law no one was found who would bid a cent on it and the agent was obliged to leave without his fees. At Lorette and Ste. Anne, east of the Red river, the settlers have been in the habit of taking what dry wood they required without payment of dues. Lately 200 suits were entered against parties in these two settlements for the recovery of the alleged dues. This, however, was going a little too far, and such representations were made to the Department at Ottawa as to cause a stay of proceedings pending an examination of and a report bearing on the case. If the Federal Government had done nothing more than the passage and enforcement of the present regulations regarding settlers' timber they would have shown a lack of knowledge of the country and of the requirements of the people—a desire to make the country to fit their laws, instead of making their laws to fit the country—and a general perversity more worthy of the traditionally contrary hog than of statesmen sufficient to array the whole population as one against them, or even against Confederation, and when it is remembered that the timber regulations are far down instead of at the head of the list of North-West complaints, the wonder is not that there is widespread discontent, but that there is not armed rebellion.

JOHN SINCLAIR & CO.

NEW GOODS JUST ARRIVED.

A full assortment in

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READY-MADE CLOTHING,

GROCERIES, ETC., ETC.

Complete line of

X'MAS AND HOLIDAY GOODS.

Prices as low as the lowest. Give us a call and see for yourselves.

JOHN SINCLAIR & CO.

FT. CHIPEWYAN.

The following account of the above important H.B. post and its surroundings has been obtained from Capt. John Smith, who was employed there from August of '82 until September of '83 in building the steamer Graham, which is now doing the carrying trade of the vast Athabasca district, navigating the waters of the Athabasca, Peace, Great Slave, and Clearwater rivers, besides a portion of lake Athabasca.

Ft. Chipewyan is situated near the eastern end of lake Athabasca on a point which extends out from the north shore and makes the lake very narrow. The Athabasca river empties into the lake a little south-east of or above the fort, and the lake discharges into the Great Slave river to the north-west of the fort. The current of the Athabasca passes through the narrows at the fort. When the lake is at a low level, its width is reduced to the channel of the river. North of the fort it widens out into a small lake expansion before discharging into Great Slave river, but the main body of the lake which is nearly as large as lake Huron lies north-eastward from the fort. The point on which the fort is situated has a beautiful sandy and gravelly beach, the soil is a good sandy loam but inclined to be rocky and except where it has been cleared off the land is covered with timber. The fort is not one in the proper sense of the word having no stockade around it, but comprises a number of large hewed log buildings, including a trading store, chief factor's house and a number of storehouses shops and dwellings. These buildings are all arranged in a line along the shore of the lake and look like the street of a small town. Goods from Winnipeg by way of Carlton, from the States by way of Edmonton and British Columbia, by way of Peace river on their way to Mackenzie river are stored and distributed here, the four routes of travel coming together at this point. The force of officers and employees comprise a chief factor, clerk, accountant, half pay officer, boat-builder, carpenter, blacksmith, and three or four laborers. Up to the present time the carrying has been done in York boats with Indian crews, but the advent of the steamer has changed this. The assortment of Huskie dogs kept around is large and varied, all winter travelling and freighting being done by them. They are not so savage as the Huskies of the Hudson's bay coast. The company cultivates a large field of barley and potatoes both of which crops do well and most of the men have small garden patches, all on land from which the timber had to be cleared. The men of the fort are supplied with all the potatoes they require of home growth. The growth of wild vegetation is very rank. One piece of land formerly in use as a garden is now grown up with small trees. Cows, horses and hens are kept by chief factor McFarlane and do well. Next adjoining the H.B. Co. buildings along the shore of the lake to the north are the church of England mission buildings and include a church, school-house, and missionary's house. Rev. Archdeacon Reeves is in charge and he conducts a Protestant school in connection with his mission, which is well attended and is very useful. It is attended principally by the children of officers of the company. About a mile farther north still, along the lake shore is the Roman Catholic mission establishment in charge of Pere Paschal. There is a neat chapel, school-house and a home for the sisters of charity, who conduct the school. The mission raises good crops of barley and potatoes every year, and wheat raised on this field took the bronze medal at the Philadelphia centennial exhibition. A number of discharged H.B. Co. employees, now called free-men, are settled at the mission and they also cultivate small patches of ground and have a few horses and cattle. At the Quatre Fourche on the opposite side of the lake from the fort and about seven miles distant three families are settled and they also farm a little. The land there is not rocky but the greater part of the country is marshy, the dry portions being small in extent and covered with heavy timber.

Although farming is carried on to a small extent the dependence of the half-breed and Indian population is chiefly on game and fish. Waterfowl of all kinds are in millions on the shoals and low shores not far from the fort. From 100 to 150 is a good day's hunt and frequently a man will kill from eight to ten before breakfast. Whitefish and salmon trout are also plentiful and of large size. During the summer the fish are caught in the small lakes near the south shore of lake Athabasca, and at the Quatre Fourche. The early winter fishing is about ten miles from Ft. Chipewyan amongst the islands, and the mid winter fishery, when the water of the lake falls, is about twenty miles north-eastward from the fort, where the lake is deep. Nets are used for the fishing at all times. The fish are of large size, in unlimited numbers and of the finest quality. Of large game the reindeer is the most plentiful. One cache of deer which had been killed winter before last for the use of the fort contained 52 animals. Fort Fond du lac, near the eastern end of the lake, is well supplied with reindeer meat and a great deal of meat and tallow is shipped from there to Chipewyan. The reindeer,

so-called, is a small deer about the size of the red deer of eastern Canada. There are a few wood buffalo still existing in the Athabasca country, but they are very scarce. Moose and caribou exist but are not plentiful. The musk ox does not come so far south and west. Fur bearing animals are of course plentiful. Large quantities of reindeer dried meat and pemmican are made for the use of the fort. A great deal of dried fish is also used.

The north shore of the lake is generally rocky, while the south shore is simply a marsh, extending for many miles. The water of the lake at the fort has a very great rise and fall, there being a variation of 22 feet between the time of Captain Smith reaching Chipewyan in August, of '82, and his leaving in September, '83. Just before leaving on the 17th September the boat was run into winter quarters in a creek on the south side of the lake with fourteen feet of water. During the winter this depth had decreased to eighteen inches. A peculiarity of the Athabasca country is the possession of a river of navigable size in which the water sometimes runs in one direction and sometimes in the opposite, while it is even asserted that sometimes the current runs from east to west along one bank of the stream and from west to east on the other. This somewhat peculiar channel is about 30 miles in length lying north-west and south-east, is crooked and deep, and connects the Peace River with lake Athabasca. The main body of the Peace discharges into the Great Slave River just below the outlet of Athabasca Lake. This channel, called the Quatre Fourche, or four forks, strikes off to the south westward from Peace River some thirty or forty miles above its mouth and strikes Lake Athabasca opposite Chipewyan. When the Peace River is high and the Athabasca low, which is generally the case in the spring, as the Peace breaks first, a stiff current comes down the Quatre Fourche into Lake Athabasca, and later in the season when the Peace has subsided and the Athabasca risen the waters of the lake discharge part of their volume by an equally stiff current into Peace River. During the winter of '82 and '83 Captain Smith had some logs cut ten or twelve miles up (or down) the Quatre Fourche. In the spring these were floated down to the fort with all ease. In the fall, after the completion of the steamer she made a trip to the same place for more logs, and in returning to the fort was obliged to make head against a stiff current. The name Four Forks is derived from the fact that a short distance west of Lake Athabasca the stream, supposing it to come from Peace River, divides into three channels. Two of these run into Lake Athabasca and one turns southwest into a large lake called manaway. The country in the immediate vicinity of the lake is not particularly inviting in appearance to farmers, but away to the southwestward the Birch Hills can be seen, and on these the land is said to be excellent though heavily timbered.

The remarkable thing about the Athabasca country is not that it is a particularly good farming country, nor that it is possessed of a very mild climate, but that the climate is such that farming can be carried on so far north and so far from the Pacific. Fort Chipewyan is in latitude 58½, or 350 miles north of Edmonton and ten degrees, or about eighty miles, further east. It is in the same latitude as Churchill in Hudson's Bay, from which it is 100 miles distant. In the season of '82 Capt. Smith arrived at Chipewyan, on the 19th of August, having left Edmonton on the 1st. The fall was beautifully clear and dry, navigation closed about the middle of October and snow began to fall about the end of November. The lake was not safe enough to cross at Christmas. About eighteen inches of snow fell during the winter. The lowest thermometer was only 41 below zero, and only touched that figure one night. Men employed at the steamboat worked outside all winter except one day and could have remained out that day but had other work. The freedom from summer frost is attributed to the influence of the lake and the quality of the grain to the amount of sunlight. At midsummer there is scarcely any night.

It is not as an agricultural country, however, that the Athabasca region is or ever will be valuable. Its resources are its timber and minerals. On the Quatre Fourche is growing large quantities of the finest soft spruce in the world. The trees are tall and straight, the timber clear, and the wood soft, light, and easy to work, very suitable for inside purposes. Up the Athabasca, above the low marshy ground, the hard spruce, suitable for boat building, grows to an immense size, many of the trees being four feet in diameter. Some of the trees are without a limb for fifty feet, and would yield planks 90 feet long. The marsh land of the Athabasca is principally timbered with balsam of Gilead, while near the Clearwater the principal timber is white poplar. It is reported that the large hard spruce extends northward to Great Slave Lake. On the Clearwater, which runs into the Athabasca at Fort McMurray, are large quantities of spruce and white poplar of good size.

The great petroleum deposits of the Athabasca begin about 50 miles above Fort Chope-

wyan, and extend all along the river half way to the Grand Rapids, or about forty miles above Fort McMurray. It is of a jet black color, and oozes out of the clay banks along the water. It is of a consistency from thick syrup to half petrified rock, and when burned has a very strong smell of coal oil. The longer it remains exposed to the air the harder it becomes. Frequently it is found on the surface of the ground and can be taken up with the hands. For use in pitching boats it is taken in its liquid state and boiled down. By this process the oil is evaporated, leaving the coarse substances in the form of a thick gum. It exudes along the river on both sides for a distance of 150 miles. Coal is noticed in the banks in the same places as the coal oil, but is not nearly so plentiful as on the Saskatchewan. Both are near where the river has high banks. The tar petroleum is also seen on the Clearwater. Beds of it can be seen extending clear across the bottom of the river.

There are several sulphur springs on the Clearwater. One of the largest is on an island, and has a stream of about 36 miners' inches of water. It is as clear as crystal, but contains a large percentage of sulphur, which it deposits upon the ground in its course to the river. The smell of the sulphur can be distinguished at several miles. The Clearwater itself is a large stream carrying half as much water as the Saskatchewan at Edmonton and flows from west to east. It has a valley from 500 to 700 feet in depth, with heavily timbered banks, both of large spruce and heavy white poplar with some tamarac in the swamps. The soil along the river is excellent, being a deep sandy loam. The H. B. boats on the way from Chipewyan to Carlton follow up the Clearwater for about fifty miles, making four portages in this distance. The Long Portage, portage la Loche or Methyge portage, twelve miles in length, and the height of land between the Athabasca and the Churchill is then crossed and lac la Loche, on a branch of the Churchill, entered. The trail across the portage strikes south-eastward from the left bank of the Clearwater, nearly at right angles to its course. At the point where the trail reaches the upland from the river a beautiful view of the deep wooded valley of the Clearwater is obtained, said to be one of the most beautiful and striking pieces of scenery in the North-West. Since the building of the steamer, which is unable to ascend the rapids on the Clearwater, it is proposed to cut a cart road from lac la Loche to strike the Clearwater below them, and it is said that this trail would only be some eighteen miles in length. Up to a very few years ago all goods were packed across this portage on men's backs, but now a cart road has been cut and oxen and horses with carts are used.

The Athabasca from Lake Athabasca to Fort McMurray, at the mouth of the Clearwater, over 150 miles, is a large deep stream, well suited for navigation. Fort McMurray itself is a small and not important fort. It is situated on the south bank of the Clearwater and east bank of the Athabasca. The soil there is a heavy loam and the country is covered with timber. All the hardy kinds of garden vegetables do well at Fort McMurray. The river at this point is from 500 to 400 yards wide. Above Fort McMurray for a distance of sixty miles the river is full of bad rapids each one worse than the other, until the Grand rapid is reached. The banks of the river throughout this section of rapids are high and composed chiefly of sandstone and limestone ledges, which, in some places, run almost or altogether across the river, forming the rapids. The limestone extends to the Grand rapids and there it is replaced by sandstone. Where the limestone predominates in many places, curious ledges of the rock project over the water. In one place one of these ledges extends for from two to three miles, exactly like a stone sidewalk.

THE COCHRANE RANCHE COMPANY

(Limited),

BOW RIVER, N.W.T.

Breeders of Short Horn, Hereford and Polled Aberdeen cattle, and of Clydesdale and Thoroughbred horses.

Cattle branded "C" on left hip, and under bit out of left ear.

Horses branded "C" on left shoulder.

F. WHITE,

Manager.

Address Calgary, N.W.T.

CHURCHES.

CHURCH OF ENGLAND.—Hours of Sunday service: All-Saints 11 a.m., St. Michael's 6.30 p.m. W.N.

ST. JOACHIM'S, R. C. CHURCH, Edmonton.—Mass at 10 a.m. every Sunday, Sermon in English and Cree. Afternoon services at 3 o'clock. H. GRANDIN, O.M.I.

EDMONTON PRESBYTERIAN CHURCH, Pastor—the Rev. Andrew B. Baird, M.A., B.D. Sabbath services, 11 a.m. and 6.30 p.m. Sabbath school at 2.30 p.m. Prayer meeting and meeting for the practice of sacred music on Thursday evening at 7. During Mr. Baird's absence Mr. J. L. Campbell, B.A. will hold evening service at 7 o'clock. The Sabbath school will meet at 2.30 p.m. as usual.

NOTICES.

POTATOES.—One hundred bushels of Early Rose and Beauty of Hebron potatoes for sale at ALLAN OMAND'S, South side.

NOTICE.—Important to Stock Raisers. A well bred bull, three years old, imported from Winnipeg, in good condition for service, at J. IRVINE'S, south side.

PUBLIC NOTICE.—Persons hereafter removing fences and trespassing on the Hermitage property will be prosecuted according to law. W. NEWTON.

NOTICE.—All parties are hereby notified to give no credit on my account to my wife Virginia Gagnon, she having left my bed and board without just cause or provocation ISAAC GAGNON.

NOTICE.—The partnership heretofore existing between the undersigned as cabinet makers, has been this day dissolved by mutual consent. All parties indebted to the late firm must settle with Xavier St. Jean, who will settle all accounts against the said firm, and continue the business himself. X. ST. JEAN, N. ST. JEAN. Edmonton, April 17th, 1884.

NOTICE!—Important to Farmers and others. The best value in Self-Binders, Reapers, Mowers and Rakes. The Massey Manufacturing Company, Toronto, makers of the Toronto Mower and Twine Binder, the Massey Harvester and Mower and the Sharpe's Horse Rake, offer the above at great bargains. Parties wishing to purchase should communicate without delay so as to ensure early delivery with our agent.—GEORGE A. BLAKE, Belmont Farm, Edmonton

REAL ESTATE NOTICE.—Parties wishing to purchase lots or land in the "Robertson & McGinn property, lot 12, Edmonton," or in the "Macdonald & McLeod property, lot 14, Edmonton," or in the "Macdonald & Lamoureux property, in the city of Saskatchewan," must deal only with the undersigned or George A. Watson, or (as to said city of Saskatchewan property) with Francis or Joseph Lamoureux. Plans may be seen at the office of the undersigned or at that of George A. Watson, barrister, Edmonton. A. McDONALD & CO.

NOTICE is hereby given that the partnership for some time past carried on by Frank Oliver and Alexander Dunlop, under the firm of "Oliver & Dunlop," at Edmonton in Alberta territory was this day dissolved by mutual consent. The business of the late firm will henceforth be carried on alone by the said Frank Oliver, who is authorized to receive all credits on account of the said partnership. Dated at Edmonton, aforesaid, this Twenty-ninth day of April, A.D. 1884.—FRANK OLIVER, ALEXANDER DUNLOP, Witness, Geo. A. Watson.

NOTICE.—The thoroughbred trotting stallion W. H. BALDWIN will stand for mares this season (28th April to 28th June, health and weather permitting, as follows: Monday, Pagerie's half-way house for noon; Tuesday, Palace hotel stables, Fort Saskatchewan, all day; Wednesday, Alex. Cameron's sturgeon river, for noon; Kelly's, Cut-bank lake, over night; Thursday, St. Albert hotel, St. Albert, over night; Friday, Dan Noyes' for noon; Saturday, his own stable, Edmonton hotel. Terms for the season \$15 payable at the time of service. All mares at owner's risk. For pedigree see hand bills. DONALD CROSS proprietor.

EDMONTON AND CALGARY STAGE.—Making weekly trips between said points—leaves the Jasper house, Edmonton, at 9 and the steamboat dock at 9.30 o'clock every Monday morning, stopping at Peace hills, Battle river, Red Deer crossing and Willow creek, and arriving at Calgary on Friday. Returning, leaves Calgary Monday, stops at same places, and arrives at Edmonton on Friday. Fare each way \$25; 100 lbs baggage allowed. Express matter 10c per lb. Passengers arriving in Edmonton and wishing to go to St. Albert or Ft. Saskatchewan, will be forwarded to those places at a very moderate charge. Edmonton office in Jasper house; Calgary office in H. B. Co. store. D. McLEOD, proprietor.

VICTORIA.

Peter Bayon died suddenly on Sunday night last. He retired apparently in better health than usual, but when the family arose next morning they found him a corpse. He had evidently died without a struggle. His interment took place yesterday.

Yesterday two Indians, a Cree and a Sarcee, passed through here with six stolen horses. The Indians themselves said they had stolen the horses from near Benton. But judging from the condition of the horses they must have been brought from somewhere near Calgary. The Indians are said to belong to Battleford section. The last seen of them they were driving hard towards Saddle Lake.

CRICKET MATCH.

The return match between the Saskatchewan and Edmonton cricket clubs took place last Saturday at Fort Saskatchewan, on the grounds of that club, which are situated a short distance south of the barracks, and are much superior to those of the Edmonton club. To the surprise of all parties the match resulted in a victory for the home team by fourteen runs. The playing of both clubs has improved since the last match. With the exception of Hyslop, whose place was taken by Jno. Looby, the Edmonton team was the same as that of the 24th May. Good work was done for the Edmonton club by Messrs. E. Looby, Goodridge, Wilson and Thurston. The Saskatchewan who most distinguished themselves were Messrs. Parker, Hawkins and Curran. Two innings were played by each club, with the following score.

Edmonton, 1st innings—J. Looby, b Parker, 2; Petrie, b Parker, 0; Goodridge, b Parker, 0; Simons, b Waddell, 5; Thurston, b Parker, 6; Munro, b Waddell, 2; McCaulay, b Parker, 0; Hardisty, not out 6—26. Byes, 3; leg-byes, 2; wides, 1—total, 32.

Ft. Saskatchewan, 1st innings—P. Belcher, b Grahame, 0; H. Belcher, b Simons, 5; Hawkins, b Simons, 15; Waddell, b Simons, 2; Parker, b Grahame, 5; Curran, b Simons, 0; Chabot, b Grahame, 2; Chamberlayne, b Simons, 0; Geldert, b Grahame, 1; Peasnell, b Simons, 2; Inglis, not out, 10—42. Byes, 7; leg-byes, 2; wides, 4—total, 55.

Edmonton, 2nd innings—Simons, b Waddell, 2; Hardisty, b Parker, 0; Goodridge, b Parker, 12; Munro, b Waddell, 0; McCaulay, b Waddell, 0; E. Looby, b Waddell, 23; Wilson, b Parker, 2; Grahame, b Parker, 0; J. Looby, b Parker, 3; Petrie, b Parker, 1; Thurston, not out, 14—57; byes, 3; leg byes, 1; wides, 2—total, 63; grand total, 95.

Ft. Saskatchewan, 2nd innings—H. Belcher, b Grahame, 2; Inglis, b Simons, 0; P. Belcher, b Simons, 3; Hawkins, b Grahame, 2; Waddell, b Simons, 5; Parker, b Simons, 15; Chabot, b Looby, 3; Chamberlayne, b Looby, 0; Peasnell, b Looby, 3; Geldert, not out—52—byes, 3; wides, 1—total, 56; grand total, 111.

The umpires were W. Stiff for Edmonton, and Constable Moody for Fort Saskatchewan. Scorers, Messrs. Secord, for Edmonton, and Constable Rodda for Ft. Saskatchewan. The weather was all that could be desired. Good feeling prevailed on each side. The Edmonton club speak in high terms of the courtesy and kindness of their opponents, and intimate that they will try them again at no distant date.

The Nor'Wester says that a public meeting was held in Calgary on Friday evening, May 30th to consider the matter of nominating a candidate for the North-West council for the Calgary district. Messrs. Vortier, Geddes and Carney were nominated. The two former expressed their willingness to run for the position the latter did not commit himself to any course; he thought the meeting was not a representative one. Messrs. Vortier and Geddes took a strong stand against the lease system and urged that the prosperity of Calgary depended upon its being done away with. Both were opposed to the present permit system which they agreed was a fraud. Mr. Geddes was in favor of allowing the manufacture and sale of beer and prohibiting whiskey, while Mr. Vortier was in favor of licensing a limited number of places to sell liquor, but would not allow any deadfalls such as they have south of the line. Major Walker made a short speech which did not seem to favor either Messrs. Geddes or Vortier. He wanted a man who had some influence and who could advocate their cause. S. Livingstone said in regard to leases he wanted to see the interests of the farmers protected. The question was who was entitled to the land the man or the beast. He objected to the present situation of the Indians as a nuisance. Timber was scarce in the district and their reserves included nearly all there was. Their reserves should have been in the Red Deer country. The meeting ended without any definite conclusion being arrived at.

On the evening of Sunday, June 1st, Win. Reed, known as Buckskin Shorty, a whiskey trader, was killed by his partner, named McManus, in the woods on Geddes' farm. An acquaintance of both men, named George Harvey, witnessed the affair. When Harvey first saw the two men they were struggling on the ground. McManus on top. Almost im-

mediately afterwards McManus cut Shorty's jugular vein with a pocket knife which belonged to the murdered man. Harvey took the knife from McManus and had him arrested at once. McManus says that the row was commenced by Shorty who tried first to shoot and afterwards to stab him and that he was obliged to kill him in order to save his own life.

METEOROLOGICAL.

Weather report for week ending Friday evening, June 20th, 1884. Reported for the BULLETIN by Mr. Alexander Taylor, observer at Edmonton.

| | Max. | Min. |
|------------|------|------|
| Saturday, | 70 | 48 |
| Sunday, | 73 | 50 |
| Monday, | 79 | 45 |
| Tuesday, | 69 | 40 |
| Wednesday, | 75 | 43 |
| Thursday, | 84 | 49 |
| Friday, | 73 | 52 |

Barometer rising, 27.700.

NEW GOODS,

JUST TO HAND

In

GROCERIES

DRY GOODS

HARDWARE

CROCKERY.

Our establishment being the largest in the North-West, and stocks the most varied, the space at our disposal in the press will not permit our enumeration of the lines in the different departments.

MORE GOODS to arrive next week.

JNO. A. McDUGALL & CO.

FOR

BARLEY FORKS

HAY FORKS

MANURE FORKS

SHORT & LONG HANDLED SHOVELS

SPADES, GARDEN RAKES

12 AND 14-INCH BREAKERS

ALSO THE

CELEBRATED HIGHLANDER CROSS FLOWS

AT WINNIPEG PRICES WITH FREIGHT ADDED

Go to

A. MACDONALD & CO.

NORRIS & CAREY.

Beg to inform their numerous customers and the public at large that they have just received a first-class assortment of

DRY GOODS, AND

READY-MADE CLOTHING

LADIES' WEAR A SPECIALTY.

Ready-made dresses of latest style and finish, hats of all kinds, flowers, feathers, kid gloves, etc., etc.

Also a large assortment of

GROCERIES,

STATIONERY, and

BOOTS AND SHOES

Which they are prepared to sell at low figures

FORTY CART LOADS

Of fancy groceries to arrive shortly.

The public will find it to their advantage to give us a call and inspect our goods before purchasing elsewhere.

NORRIS & CAREY,

St. Albert Road.

BROWN & CURRY,

GENERAL MERCHANTS.

Beg to inform the public that their long expected freight has arrived at last, and that they have now on hand the

LARGEST AND MOST COMPLETE STOCK

That has ever been brought into the North-West,

WITHOUT EXCEPTION.

Although the rate of freight is high we pay no more than others, and as we have

NO MIDDLE MEN TO CONTEND WITH

As others have, and as our goods are all bought direct from the importers or manufacturers, and

SELECTED FROM THE BEST QUALITIES

We are able to offer

BETTER AND CHEAPER GOODS THAN ANY OTHER FIRM IN EDMONTON.

We respectfully ask everyone to call and examine our goods before purchasing elsewhere.

BROWN & CURRY

NOTICES.

ICE CREAM on hand every Saturday afternoon at Mrs. T. Henderson's, Main street, near Methodist church.

BASE-BALL PRACTISE, Monday, Wednesday, and Saturday evenings, on the race track in rear of the Methodist church. Members of the club are requested to attend. By order. JAS. ROSS, secretary.

PHOTOGRAPHS.—The undersigned will be at the Hudson's Bay Co's. Fort for a few weeks only, for the purpose of taking Portraits, Groups, Buildings, views, etc., and will be happy to see all who call. CORNELIUS J. SOULE, Photographer. Edmonton, May 26th, 1884.

CHAMPION.—The French Canadian station, of St. Albert, will stand for mares from this date until the beginning of July, health and weather permitting, as follows: At St. Albert Mission on Saturday, Monday and Tuesday; at Edmonton on Wednesday, Thursday and Friday. Terms \$10, payable in advance. Service at owner's risk. St. Albert, May 1st, 1884.

PROFESSIONAL.

D. R. MUNRO, Physician and Surgeon. Office first door west of Bulletin building, Main street, Edmonton.

D. R. H. C. WILSON, Physician & Surgeon. Office first building west of school house, block 6, H.B.Co. reserve, Edmonton.

JOSEPH V. WILDAHL, Solicitor of the High Court of Judicature in Ireland. Temporary office—Ross' hotel, Edmonton.

GEORGE A. WATSON, Barrister, Conveyancer, Notary Public, etc. Law office first door east of Jasper house, Edmonton.

MARRIAGE LICENSES—Marriage Licenses can be obtained available for use by any minister on application to the Rev'd Canon Newton at All Saints church, or the Hermitage.

BUSINESS.

LIVERY, FEED, and SALE STABLE. M. McCAULEY.

JAMES O'BRIEN & CO., wholesale clothiers, College buildings, Montreal, and Princess street, Winnipeg.

ROSS BROS., Tinmiths, manufacturers of all kinds of tin, sheet iron and copper wares. Shop in D. M. McDougall's building, Main street, Edmonton.

SANDERSON & LOOBY, General Blacksmiths. Horseshoeing a specialty. All kinds of repairing done neatly and quickly. Shop on Main street, Edmonton.

ROBT. D. RICHARDSON, wholesale and retail Bookseller, Stationer, Blank Book Manufacturer and Fine Job Printer. The corner next the post office, Winnipeg.

X. ST. JEAN Cabinet Maker and dealer in all kinds of household furniture. With new and improved machinery he is prepared to execute orders on short notice. Steam factory, Main st., Edmonton.

ABSENT.—X. St. Jean will be absent from his place of business for four or five weeks, during which time Mr. Quesnelle, who is in charge of the premises, will attend to the sale of furniture, etc. X. St. JEAN.

BANNATYNE & CO., successors to A. G. B. Bannatyne, Wholesale Grocers, and dealers in provisions, wines and liquors. Special attention given to packing goods for the North-West. 333 Main street, Winnipeg.—A. R. J. Bannatyne, Andrew Strang.

JAMES McDONALD, Builder and Contractor. Sash and doors on hand and made to order. Plans and estimates of buildings furnished. Everything done with neatness and despatch. Office and shop, Main st. Edmonton.

HOTELS.

JASPER HOUSE, north side of Main street. The only brick building in Edmonton. First-class weekly and daily board at reasonable rates. Good stabling in connection. J. GOODRIDGE, Proprietor.

CALGARY HOUSE, Calgary, Alberta.—Dunne & Wright, proprietors. This hotel is replete with all the latest improvements. Finest brands of imported and domestic cigars. Temperance drinks. Special attention paid to ladies and children. The tables are spread with seasonable delicacies.

EDMONTON HOTEL, the pioneer house of entertainment west of Portage la Prairie. An extensive addition has been made to this establishment which now offers superior accommodation to my old patrons and the travelling public. A first-class billiard room. Good stabling attached. DONALD ROSS Proprietor.